

SR 520 Bridge Replacement and HOV Program



SR 520 “Rest of the West”: 2010, 2012 and 2014 cost comparison WSDOT CEVP cost estimates (60% probability)

Jan. 16, 2015

	I-5	Portage Bay	Montlake and 2nd bascule bridge	West Approach	
				South	North
2010	\$142 M	\$630 M	\$618 M	\$928 M (Entire west approach)	
2012	\$138 M	\$561 M	\$519 M	\$391 M	\$382 M (FUNDED)
2014	\$154 M	\$696 M	\$542 M	\$390 M	\$382 M (FUNDED)

Notes:

- In 2014, the Legislature authorized an additional \$180 million (\$170 million for the floating bridge plus \$10 million for west side design development), bringing the total program cost estimate to \$4.3 billion.
- The overall SR 520 program cost estimate increased from \$4.3 billion to \$4.471 billion based on updated 2014 west side cost estimates.
- Assumes funding is in place to start final design in July 2015 and construction as early as July 2017.
- Costs include previous expenditures, planning and engineering, environmental analysis, mitigation, construction costs, risk and sales tax.
- Cost estimates are based on conceptual design. WSDOT continues to evaluate the cost of the SR 520 Program as designs advance and construction activities continue.
- Cost estimates are based on design of project as outlined in the final EIS and ongoing design refinements in coordination with the city of Seattle and other key stakeholders.
- Assumes a delivery method of design-bid-build for all elements of the Rest of the West. Depending on the timing of available funding, the design-build construction delivery method could also be considered.
- The difference between 2010 and 2012 estimates for Floating Bridge, Pontoon and Eastside projects is primarily due to a favorable bidding environment and retired risks with completion of the environmental documents and permitting.
- The difference between 2012 and 2014 estimates for the remaining unfunded elements is primarily due to escalation and risks associated with delivering the remaining scope of work.
- Further delays will result in increased costs beyond escalation to address new environmental requirements and permits.
- Segment estimates include prior expenditures.

* \$2,895 M funded program, plus \$10 M authorized by ESSB 6001 in 2014.

** \$588 M funded elements (includes \$300 M TIFIA funds), plus same \$10 M authorized by ESSB 6001 in 2014.

2009 Legislative Budget
SR 520 Program Total
\$4,650 M

2010 Cost Estimate 60%
Unfunded: I-5 through West Approach
\$2,318 M
Funded: Eastside, Pontoon, Floating Bridge Projects
\$2,296 M
SR 520 Program Total
\$4,614 M

2012 Cost Estimate 60%
Unfunded: “Rest of the West”
\$1,404 M
Funded: Eastside, Pontoon, Floating Bridge, WABN, west side design
\$2,724 M
SR 520 Program Total
\$4,128 M

2014 Cost Estimate 60%
Unfunded: “Rest of the West”
\$1,566 M
Funded: Eastside, Pontoon, Floating Bridge, WABN, west side design
\$2,905 M *
SR 520 Program Total
\$4,471 M

I-5 through West Approach (2014 estimate)

Total Cost: \$2,164 M

Funded: \$598 M **

Total remaining unfunded cost:
\$1,566 M